

Redwood Road, 10600 South to 12600 South

Project Description: Design—Roadway Reconstruction and Widening

This project was converted from a NEPA study to a state environmental study, and a public hearing for the project was held in November 2004. The study area covers Redwood Road from 10600 South to Bangerter Highway, however current funding for construction covers only the area from 10600 South to 12600 South. The project's purpose and need calls for improving Redwood Road in the study area so that it can continue to function efficiently as a major arterial serving South Jordan, Riverton and Bluffdale Cities. Additionally the study outlines the need to provide a safe and efficient facility that accommodates multi-modal uses; correct roadway geometrics, lighting and drainage deficiencies; and ensure travel demands along the corridor are met through the year 2030. Improvements will include:

- 106-foot right-of-way
- 2 travel lanes in each direction and a median/left turn lane
- 10-foot shoulder with a striped 4-foot bicycle lane
- 2 left turn lanes and right turn pockets at major intersections
- Right turn pockets at future signalized intersections
- 4-foot park strip and a 5-foot sidewalk

Total Project Budget: \$32 million in state funds covers design, right-of-way acquisition, construction and construction oversight on Redwood Road from 10600 to 12600 South

Anticipated Schedule:

- Respond to comments from the public hearing—Winter 2004-2005
- Prepare and approve final environmental study—Early March
- Right-of-way acquisition, Redwood Road, 10600 South to 12600 South —2005
- Construction of Redwood Road, 10600 South to 12600 South—2006-2007

NOTE: Schedule information listed above is estimated and could change without notice based on funding, scheduling constraints, stakeholder issues, and other unanticipated project elements.

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Affected Legislative Districts:

Senate 10, 11
House 50, 52

Affected Municipalities:

Riverton
South Jordan

10400 South, Redwood Rd. to Bangerter Hwy.

Project Description: Design and ROW 2005—Widening and Reconstruction

In April 2004, the Utah Department of Transportation received a Finding of No Significant Impact (FONSI) from the Federal Highway Administration for the 10400 South Environmental Assessment. UDOT has now moved into the design phase on the 10400 South corridor between Bangerter Highway and Redwood Road. The proposed improvements that will increase safety and reduce congestion include the following:

- Widening and reconstructing the roadway to a cross section of two lanes in each direction with a center turn lane and medians
- 10-foot shoulders to accommodate designated one-way bike lanes and bus service on each side of the road
- Curb, gutter, park strips and 6 foot sidewalks on both sides of the roadway
- Signal and intersection improvements at 2200 West, 2700 West, and 3200 West
- Street lighting to increase visibility and improve pedestrian and auto safety

Project Budget: \$23 million includes right-of-way acquisition, design and construction

Anticipated Schedule:

- Design Phase Start-up – October 2004
- Right of Way Acquisition Start-up – July 2005
- Design Completion – March 2006
- Anticipated Construction Advertisement – June 2006
- Anticipated Construction Start-up – Fall 2006
- Anticipated Construction Completion – Fall 2007

NOTE: Schedule information listed above is estimated and could change without notice based on funding, scheduling constraints, stakeholder issues, and other unanticipated project elements.

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Affected Legislative Districts:

Senate 10
House 50

Affected Municipalities:

South Jordan

11400 South EIS

Project Description: Environmental Study 2004/Design 2005

The 11400 South Environmental Impact Statement (EIS) study area includes portions of Riverton, Sandy, Draper, and South Jordan cities. It extends from 12300/12600 South to 10600/10400 South and from Bangerter Highway to 700 East. The Federal Highway Administration (FHWA) and the Utah Department of Transportation (UDOT) have prepared a Draft 11400 South EIS to identify the transportation needs and issues within the study area. A Purpose and Need has been established, alternatives to meet those needs have been developed and evaluated, and a preferred alternative has been recommended for inclusion in the Draft EIS. The recommended preferred alternative includes:

- Widening 11400 South to four lanes and add a river crossing at the Jordan River
- Adding an interchange to 11400 South and I-15
- Modifying the I-15 interchange at 10600 South to triple left turn east and west-bound
- Widening 10600 South to 6 lanes from River Front Parkway to Jordan Gateway

Total Project Budget: **\$2.6 million includes environmental study, public involvement activities, modeling, and preliminary design**

Anticipated Schedule:

A Record of Decision (ROD) for the EIS is expected to come from Federal Highway Administration in Spring 2005. If the document is approved, construction of the interchange at 11400 South and I-15 could begin as early as Fall 2005, but will most likely begin in 2006. The remainder of this project has not been funded and tentative schedules have not been set.

NOTE: Schedule information listed above is estimated and could change without notice based on funding, scheduling constraints, stakeholder issues, and other unanticipated project elements.

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Affected Legislative Districts:

Senate 9, 10, 11
House 41, 50, 51, 52

Affected Municipalities:

Draper, Sandy, South Jordan, Riverton, Salt Lake County

I-15 Corridor EIS, Utah County - Salt Lake County

Project Description: Environmental Study--EIS

The I-15 Corridor Environmental Impact Statement, Utah County – Salt Lake County (I-15 Corridor EIS), will address projected local and regional population growth, travel demand and transportation system interconnectivity. This EIS encompasses approximately 65 miles of the I-15 corridor. Transit alternatives will be studied for the area between downtown Salt Lake City and Payson. Roadway options will be analyzed between 10600 South in Salt Lake County and Santaquin in Utah County. The I-15 Corridor Environmental Impact Statement, Utah County – Salt Lake County (I-15 Corridor EIS), will address projected local and regional population growth, travel demand and transportation system interconnectivity.

Total Project Budget: **\$6.6 million for the environmental study**

Anticipated Schedule: The EIS will take approximately three years to complete (Fall 2004-Summer 2007). While the study is underway, UDOT has provided relief on I-15 in Salt Lake County by adding more freeway lanes, including carpool lanes, between 10600 South in Salt Lake County and the Alpine Interchange with possible extension to the University Parkway Interchange in Orem.

NOTE: Schedule information listed above is estimated and could change without notice based on funding, scheduling constraints, stakeholder issues, and other unanticipated project elements.

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Affected Legislative Districts:

Senate 1, 2, 3, 8, 9, 10, 11

House 23, 24, 30, 31, 33, 35, 41, 44, 47, 51

Affected Municipalities:

(In Region 2) Salt Lake County, Draper, Bluffdale, Sandy, South Jordan, Murray, Midvale, South Salt Lake, Salt Lake City

Project Description: Environmental Impact Statement

After using several criteria to help identify potential transportation solutions, the MVC EIS team narrowed a list of more than 300 possible concepts for the corridor to eight – four in Salt Lake County and four in Utah County. The screening process identified conceptual alternatives with specific locations, forms of transportation, and facility types. The corridor width and exact footprint are currently being defined. Other elements have been previously released, including the number of roadway lanes, depressed or elevated facility, roadway lane function (i.e., general purpose, HOV, etc.), interchange locations, transit station locations, park and ride locations, and minor shifts to alignment to minimize impacts.

Anticipated Schedule: The following provides a look at potential landmark dates:

- Jan. 2005 – Conceptual alignments refined
- Jan. to July 2005 – Impact data gathering
- Jan. to Sept. 2005 – Draft EIS development
- Fall 2005 – Draft EIS prepared/Public hearing
- Fall 2006 – Anticipated Record of Decision on EIS

Project Contacts:

- Affected Legislative Districts:** Senate Districts: 1, 5, 6, 10, 11, 12
House Districts: 22, 23, 26, 29, 32, 38, 39, 41, 42, 50, 52,
56, 57, 61

Affected Municipalities (SL County): Salt Lake City, Salt Lake County, Magna, West Valley City, Kearns, West Jordan, South Jordan, Riverton, Bluffdale, Herriman

Interchange Off-Ramp Improvements on I-15

Project Description: Construction for 2005 – Off-Ramp and Reconfiguration

To increase efficiency and improve safety for motorists exiting and entering Interstate 15, UDOT crews will reconfigure the off-ramps and interchanges at each of the following single point urban interchanges (SPUIs): 3300 South; 4500 South; 7200 South; 9000 South; and 10600 South.

Improvements will include re-striping of off-ramps to improve operation and re-structuring curb and gutter to better accommodate traffic flow.

Total Project Budget: **\$775,000**

Anticipated Schedule: **This project is set for construction in 2005.**

NOTE: Schedule information listed above is estimated and could change without notice based on funding, scheduling constraints, stakeholder issues, and other unanticipated project elements.

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Affected Legislative Districts: Senate Districts: 2, 3, 8, 9, 10
House Districts: 33, 35, 41, 44, 47, 50

Affected Municipalities: Salt Lake City, South Salt Lake, Murray, Midvale, Sandy,
South Jordan, Salt Lake County